

# BANGOR DAILY WHIG & COURIER.

JOHN H. LYNDE.

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## Whig & Courier.

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## CANDIES.

Henry L. Lane,

MANUFACTURER.

My Candies are made expressly for the Trade, and are of the best quality, and are warranted to be of

Pure Sugar.

LOWEST PRICES.

H. L. LANE,

No. 7 Kenduskeag Bridge,

BANGOR, ME.

For Sale.

A first rate PASTURE containing 400 acres, and

containing a large number of valuable trees, and

is situated on the corner of the Kenduskeag River, and

is a most desirable place for a residence, and

is for sale at a low price.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

BANGOR, ME.

Black Walnut, Ash,

and other fine woods,

are on hand at the

lowest prices.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

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FINE CHAMBER SUITS,

are on hand at the

lowest prices.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

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LARGE AND EXTENSIVE STOCK

of

all kinds of

hardware, and

other goods,

at the

lowest prices.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

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DOLE BROTHERS,

WATERBURY,

Providence Tool Company,

and

other fine

goods,

at the

lowest prices.

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Heavy Hardware and Railroad

Supplies.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

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SAVING HARDWARE AND SHIP CHANDLERY.

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WOOD WORKING MACHINERY,

MILL ENGINES, ETC.

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HALL, CLARK & CO.,

Special Agents of H. L. LANE, No. 7 Kenduskeag Bridge,

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Richards, London & Kelley,

As a first class hardware and

other goods,

at the

lowest prices.

Apply to H. L. LANE, No. 7 Kenduskeag Bridge,

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BOILER, FURNACE, AND

other fine

goods,

at the

lowest prices.

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## People will Buy

PIANOS & ORGANS

Any one who can get the best for the least

money, will buy a

MEDALLION

Portable Range!

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## NEW

DRESS & COOK MAKING ROOMS.

SECOND FLOOR WASHINGTON BLOCK,

MAIN ST.

Make and Children's Suits made to order. All

orders promptly attended to.

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## Mount Hope Cemetery Corpor-

ation.

The annual meeting of the Mount Hope Cemetery

Corporation will be held at the office of A. W. Fiske,

at 10 o'clock, on the 10th day of April, 1874.

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THE GREAT ISSUE

From the very outset of the great struggle now going on in Congress between the madmen and demagogues who are seeking to make the United States Treasury a national gambling concern, and those who are seeking to maintain the integrity of the Government and avert the inevitable calamities of inflation, no one has had cause to doubt for a moment that New England is sound to the core. The solitary vote which the inflationists have obtained from this section, that of B. Butler, has never been relied upon to represent New England, and the fact that the vote of the Hon. Mr. Butler, who has so frankly admitted that he does not expect the views of this section, but wishes to prevent New England from "going in the face of the country." This means that certain politicians of the South and West are "electing" for more paper money, and that B. Butler, the champion of the South, is seeking the favor of the country by the legitimate business interests of the country is believed nowhere outside of Congress and it seems hardly possible that any member can misrepresent the substantial expression of public opinion in New England. It is true that in certain localities throughout New England and West very few inflationists have been raised, but wherever the solid common sense of the people has been brought to bear, there has been no support for the issue of more irredeemable currency. The proposition is so simple that no man of ordinary business capacity can fail to perceive its bearing upon the country. The inflationists are compelled to acknowledge that the policy is directly in conflict with sound principles of finance and to ignore or evade all the lessons derived from the experience of other nations. That a Government already in debt to the extent of thousands of millions, with hundreds of millions of demand notes which it does not pretend to be able to pay, should deliberately propose to issue additional promises and compel the people to accept them, is a crime of profound peace and in the absence of any great emergency, would seem almost incredible, when viewed in the abstract, and when the issue is directed of the special pleading and malicious theories with which it has been encumbered, the proposition must appear as a crime to every fair minded man.

A majority of the members of Congress seem to have lost sight of the most important pledges of the public faith and to treat the dictates of reason and prudence with contempt. Instead of a wise statesmanship which would steadily strengthen the national credit and lead the country back to the financial basis from which it was forced by the necessities of a struggle for its existence, we find members of the legislative branch of the Government pandering to the spirit of reckless speculation and seeking to establish a policy which leads to certain disaster.

It is to be regretted that the possibility of such action does not stimulate the business men of the country to exert and more earnest protest than those already uttered. The gravity of the issue can hardly be overestimated, for although the resources of the country will bear an immense strain, the policy of increasing the volume of a irredeemable currency must eventually result in widespread disaster and suffering. We are glad that the merchants of Boston have at last given voice to a ringing protest, and that New England against this madness which has been upon Congressmen. Their action should be promptly followed up by the thoughtful men of all leading cities, and if it is too late to check the unwholesome course of Congress, the protest will strengthen the hand of the President to strike the death-blow of inflation with his veto.

The election of a successor to Senator Sprague, is just now the topic of interest in Rhode Island. Hitherto the contest has been between the adherents of the "old great houses," the Spragues on the one side and Brown and Live on the other, but since the prestige of the former has been broken by financial reverses, there appears a new element in the contest. The election of the latter, "the later," it has been generally understood that Gen. Burnside is the candidate of Brown and Live, but the Providence Journal, Senator Anthony's paper, which has always represented the election of ex-Congressman Nathan R. Dixon, who went with Andrew Johnson in 1865. The Providence Press, however, declares that neither Burnside nor Dixon will be the next Senator from Rhode Island. That journal says that the popular verdict, as expressed by the election on Wednesday, was against both these aspirants, and in favor of some man who has not been so prominent in forcing himself upon the people. It also says that this unknown candidate will be elected, unless the Legislature is influenced by corrupt applications.

In a lecture at Yale College on Thursday evening, Rev. Leonard Bacon, D.D., the Moderator of the recent Congregational Council, gave an exposition of the character of the American people, in which he was not called to try Mr. Beecher, but that his integrity was assumed at the outset, and never questioned. He disclaimed any suspicion of Mr. Beecher, but said: "His character is the possession of the country—the age. He has no right to sacrifice it to any fantastic notions of magnanimity, no right to put such a strain upon the conscience of his friends." Dr. Bacon thought Mr. Beecher would have done better to permit the formal method to be followed in the case of Titton, but warmly eulogized the spiritual father. In conclusion he said: "No vindication of Mr. Beecher by or before the Council could have been better than Dr. Beecher's eulogium upon the church where the Council was held—that should be the eulogy pronounced at Mr. Beecher's funeral, as noble was it."

THE BOSTON AND MAINE AND BOSTON RAILROAD. The Boston Trustees of the contract between these corporations was completed and signed on Saturday. Each road is to receive for itself fifty per cent of the gross receipts between Boston and Dover, the balance (forty per cent) to be divided equally after the payment of expenses. An executive committee, consisting of three from each corporation, shall be appointed, who shall have power to fix the rates for the transport of passengers and freight, and also to regulate the number of trains that shall be run between competing points. It is understood that this contract is to be put in force immediately, but it is not probable that any radical change will be made in the running of trains until about the last of June.

On our first page will be found an interesting statement of the President's views with reference to the financial condition and policy of the country. He strongly opposes inflation and urges the importance of a return to a specie basis.

The Mr. Ellis, who was killed by being run over by the Fall River train while waiting on the track at Brunswick last Friday, was very deaf and had been repeatedly cautioned against waiting upon the track. The train which he was waiting for was the Fall River train, which he was waiting for.

LETTER FROM AUGUSTA

AUGUSTA, April 4, 1874.

The Editor of the Whig and Courier.

The Trustees of the Maine Hospital, in view of the reduction in the number of patients in that institution under the provisions of chapter 182 of the public laws of 1874, requiring the discharge of idiotic and imbecile patients, deem the employment of a second assistant physician advisable, and Mrs. Dr. Moser is accordingly discharged. With all due respect to the opinions of the Trustees, those who, from their familiarity with the hospital, ought to be good judges, regard the discharge of Mrs. Dr. Moser as a wrong move. Dr. B. F. Sanborn has been reappointed assistant physician and Alice G. Twichell, a full and practical attendance is requested in the other assistant officers.

It becomes a serious problem to the localities which are directly interested to decide what to do with the idiotic persons thrust out from the hospital to become objects of their care. The towns thus compelled to care for this unfortunate class are as follows:

Portland, 7; Bangor, 10; Lewiston, 2; Augusta, 2; Norridgewock, 2; Bath, 4; Biddeford, 2; Calais, 2; Gorham, 2; Bucksport, 2; Colfax, 2; Dexter, 2; Eastport, 2; Rockland, 2; Scarborough, 2; Sebec, 2; South Portland, 2; Westbrook, 2; Freeport, 2; Portland, 2; Biddeford, 2; Bangor, 2; Lewiston, 2; Augusta, 2; Norridgewock, 2; Bath, 2; Biddeford, 2; Calais, 2; Gorham, 2; Bucksport, 2; Colfax, 2; Dexter, 2; Eastport, 2; Rockland, 2; Scarborough, 2; Sebec, 2; South Portland, 2; Westbrook, 2; Freeport, 2; Portland, 2; Biddeford, 2; Bangor, 2; Lewiston, 2; Augusta, 2; Norridgewock, 2; Bath, 2; Biddeford, 2; Calais, 2; Gorham, 2; Bucksport, 2; Colfax, 2; Dexter, 2; Eastport, 2; Rockland, 2; Scarborough, 2; Sebec, 2; South Portland, 2; Westbrook, 2; Freeport, 2; Portland, 2; Biddeford, 2; Bangor, 2; Lewiston, 2; Augusta, 2; Norridgewock, 2; Bath, 2; Biddeford, 2; Calais, 2; Gorham, 2; Bucksport, 2; Colfax, 2; Dexter, 2; Eastport, 2; Rockland, 2; Scarborough, 2; Sebec, 2; South Portland, 2; Westbrook, 2; 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